## HEADQUARTERS 2ND OPERATIONAL TRAINING UNIT FERRYING DIVISION, AIR TRANSPORT COMMAND HOMESTEAD ARMY AIR FIELD, HOMESTEAD, FLORIDA

## PRECISION LOW APPROACH CHECK

PILOT	Jack H.	Gardner, 1/Lt.	DATE	8/12/44	
RANGE		DHO	TIME	2100	****
TYPE AIR	CRAFT	B=24	GRADE	88	

WEATHER:					
	Value			TUDES	
	-	All.owed	Prescribed	Flown	Grade
1. Initial approach altitude	2	100	3000	3050-2940	2
Beam bracketing and holding 2. Initial approach heading	2	3 brkts 10°	270	275-265	2
3. Detected stateon, initial	4				4
4. Rate of descent	2	200 '/Min	500	500_700	2
5. Altitude prior to turn	2	501	2500	2450-2550	2
6. Airspeed	2	5 MPH	150	145_150	2
7. Procedure burn, headings	2	5°	222/42	222/42	2
8. Altitude, procedure turn	2	501	2500	2550-2450	2
9. Airspeed during turn	2	5 MPH	150	150-160	1
10. Rate of descent	2	2001/Min	500	300-500	2
11. Altitude, return to station Bracketing and riding beam	5*	01	2000	1900-2000	0
12. Return to station heading	5	3brkts 5°	88	80-90	4
13. Airspeed	2	5 MPH	150	150-160	1
14. Detected station, final	8#	,			6
15. Altitude over station	8%	01	2000	2000	8
16. Rate of descent	4	100 /min.	500	400-500	ކ
17. Airspeed	4%	5 1PH	150	150_160	6
18. Heading, station to field	8*	50	88		g
19. Timing, station to field	8*	. 5 sec.	1:48	1:55	14
20. Altitude over field	1.0%	01	1500	1500	10
21. Pull out	1,				14
22. Signal volume and reaction	4			3	4
23. Knowledge of procedure	8				8

REMARKS: Turned to heading of the beam of procedure turn without getting back on beam, but was able to get a brush. The flight was well planned.

-		DATE	9 12 1	
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MINDE ATDONATIO	Ball	-		
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WEATHER: Value Tolerance ALTITUDES All.owed Prescribed Flown Initial approach altitude 3000 3050-2940 Beam bracketing and holding 3 brkts Initial approach heading 100 275-265 270 Detected statuon, initial 4 500 500-700 Rate of descent 2 200 1/Min 2 Altitude prior to turn 2500 2450-2550 2 501 2 Airspeed 2 150 145-150 5 MPH 2 7. Procedure burn, headings 222/42 222/42 2 8. Altitude, procedure turn 2500 2550-2450 501 2 Airspeed during turn 150 150-160 5 1PH 1 500 300-500 2 10. Rate of descent 2001/Min 2000 11. Altitude, return to station Bracketing and riding beam 1900-2000 0 5\* 3brkts 88 12. Return to station heading 80-90 4 50 13. Airspeed 150 150-160 1 5 MPH 14. Detected station, final 6 8# 15. Altitude over station 2000 8% 01 2000 8 16. Rate of descent 4 100 /min. 500 400-500 4 17. Airspeed 4% 5 LPH 150 150-160 6 18. Heading, station to field 8\* 50 88 8 19. Timing, station to field 8\* 1:48 5 sec. 1:55 11 20. Altitude over field 10% 1500 1500 10 21. Pull out 11

REMARKS: Turned to heading of the beam of procedure turn without getting back on beam, but was able to get a brush. The flight was well planned.

8

4

Grading instructions on reverse side.

22. Signal volume and reaction

23. Knowledge of procedure

WILLIAM R. WHITE, Captain, CHECK PILOT

## GRADING:

l point off for each 20' or 5° or 5 MPH or 100'/min.

#11 2 off each additional 201.

#14 8 for cone; 6 for partial cone; 4 no cone detect station.

#15 2 off each additional 201.

#17 2 off each additional 5 MPH.

#18 4 off each additional 50.

150

- #19 4 off each 5 sec. over or short.

#20 4 off first and second 20'; 2 off third 20'.

second flow one teleta offer danger . The first was well elegane.

## FINAL REPORTS PEROTS

PILOT Gardner, Jack H. RANK 1	/Lt. ASN_	0_500471			
*Ground School completed	Instructor's	DATE: g/12/bl Check Pilot's Grade			
1. Visual Inspection and cockpit check.	В	Β 4			
2. Starting, Taxii, and Run-up.	В	₽ #			
3. Take-off and climb.	В	B <b>4</b>			
4. Approach and landings.	В	B #			
5. One or more engines inoperative.  Approach and land.	В	В			
6. Complete Instrument Check (AAF 50-3):					
a. Instrument Take-off.	В	В ≠			
b. Approach on predetermined heading.	0 +	В			
c. Loop orientation and let down.	B #	В			
d. Range orientation and let down (Precision check).	В	В			
e. Instruments w/one engine inoperative	е. В	B 4			
7. General knowledge of equipment.	В	В			
8. Emergency procedures and equipment.	В	В			
9. Weight and Balance and Power Charts.	В	В			
10. Radio Navig., Radio Fixes, D.R. Navig.	В	В			
FINAL GRADE	В	В			
REMARKS: Pilot came here with a below av	erage knowledg	e of instrume	ats,		
but tried hard all way through course a	nd improvement	was steady to	urning		
out to be average pilot on instrument w	ork. PJH				
Lt. Gardner tries very hard and does an average job of flying. He has a good					
knowledge of procedures and plans his flights well.					
	WRW				
PERRY J. HODGKINS, Capt.  Perry J. Hodghins		R. WHITE, Car heck Pilot	lite pt.		
10 1					

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d. Range orientation and let down (Precision check).	В	В				
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PECOLEDITICIS: AIRLINE FIRST PILOT Milliam Robbite						
PERRY J. HODGKINS, Capt.  Check Filot  Check Filot  Check Filot  Check Filot						
GRADES:  A - Above average C Below Average  B - Average D - Unsatisfactory						